

The Daily Astorian.
ASTORIA, OREGON:
WEDNESDAY, NOVEMBER 23, 1905

A FEW OBJECTIONS.

There is an earnest and praiseworthy effort now making to revive the building of ships in this country, and replace the American marine in the proud position it once held in the carrying trade of the world. The movement is to be encouraged, but there are great, almost insuperable obstacles in the way.

In the first place it costs, at present, on an average, \$10 to \$15 per ton more to build an iron sailing vessel, and from \$25 to \$35 per ton more to build an iron steamship, in the United States than it costs on the Clyde. Let us suppose that this difference were extinguished, either by admitting all the materials required for shipbuilding free of duty, or by giving our shipowners the right to purchase ships built abroad, or by the joint operation of both remedies. Could we afford to use these cheap ships after we had got them? That is a question which gave a great deal of trouble to the select committee appointed some time ago by both houses of congress to investigate the causes of the decline of our foreign carrying trade.

It is certain that without material changes in existing laws a cheap ship would be a cheap elephant, for the simple reason that it costs us more to maintain and sail vessels than it costs our competitors. This is conclusively established by the fact that, although for some ten years we have been able to build wooden sailing vessels about as cheaply as they can be built anywhere, yet there has been, during the same period, a steady diminution in the tonnage even in our wooden sailing ships employed in foreign commerce. More than half of our exports and imports are still transported by sailing vessels, yet only a third of this half is conveyed under the American flag. The carrying trade of Norway, which has so significantly increased during the last twenty years, has been built up at our expense; yet the Norwegian merchant navy is almost exclusively composed of wooden vessels. If there were not, in other words, an iron ship or steamship in existence, it would still be impossible for us, without more extensive changes in our maritime legislation than those which merely affect the first cost of vessels, to hold our own against our rivals on the ocean.

How, then, it may be asked, did our shipping interest happen to be so prosperous in the decade preceding the civil war, when iron had not superseded wood to any large extent in the construction of hulls, and when steam had not as yet been generally applied to the movements of freight as well as passengers? Our wooden sailing vessels could then be operated at a profit, whereas our vessels of the same material and motive power must now be worked at a loss, because they were free from the disabilities relatively to their competitors against which our ship-owners now contend in vain. It is not that we have imposed new and grievous burdens on ocean navigation—we have done nothing except to levy duties on materials and prohibit the purchase of foreign vessels, restrictions which bear only on the cost of construction and repair—but that we should have neglected to keep pace with our competitors in discarding antiquated, vexatious and oppressive regulations which press with an intolerable weight upon the shipping interest.

In a word, it is not so much what we have done as what we have left undone. Up to 1854 the English statutes relating to shipping were substantially the same as ours. From that day to this little or no change has been made in our navigation laws, which remain as they were originally framed more than eighty years ago. On the other hand, Great Britain, our chief rival for the ocean carrying trade, began in 1854 a process of revision which has steadily gone on, and whose purpose has been the removal of all legislative obstructions to the investment of capital in shipping and the expansion of British trade. The result of this action on the part of the British parliament, coupled with the complete indifference of our congress to the subject, is that the American ship-owner can no more live with his British competitor than a medieval champion, loaded down with his suit of chain armor, could run a race with a modern athlete stripped for the contest.

Among the old laws enacted when the conditions of navigation were widely different from what they are at present, but which still press like an incubus on our merchant navy, is the regulation compelling the payment of three months' wages to every seaman discharged from an American vessel by a United States Consul in a foreign port. The grievance consists not only in the large amount of money extorted from our ship-owners, but in the premium offered for neglect of duty and inattention to discipline on the part of a ship's company, and in the delays and contentions arising from the proceedings before consular officers. No other country now subjects its mercantile marine to such a burden, and the imposition of it upon ours is tantamount to a serious discrimination against American vessels.

Another law upon our statute books allows American sailors not more than \$10 for conveying a wrecked, disabled or destitute American sailor from a foreign port to the United States. It is plain that whenever the voyage exceeds a moderate number of days this regulation entails no insignificant loss upon the vessel. Again, our statutes require that not only the master, or captain, but also all other officers of an American vessel, shall, under all circumstances, be citizens of the United States. So far as the rule applies to the master, it is judicious enough; but it involves annoyance, delay, and expense when one of the mates dies or is disabled, and it becomes necessary to fill his place in a foreign port. Another law which discriminates against our own vessels in favor of their foreign rivals is that which levies a tax of forty cents a month on each seaman employed in an American vessel for the support of our marine hospital service. This of course gives an advantage to English ships, which are not required to pay a hospital tax. Under our laws, moreover, consular officers are paid out of the funds derived from fees exacted from American ships and merchants in foreign ports. On the other hand, the British consular service is mainly supported by Parliamentary appropriations, and the charges imposed by consuls on English vessels are very small. It is also to be noted that while our laws authorize the importation, duty free, of the materials needed for the repair of vessels engaged in the foreign carrying trade, they make no provision for a similar rebate of duty on ships' supplies—as do the English laws. Another of our existing regulations which must tend to deter American capitalists from investing in vessels, is the law making the liability of a part owner unlimited. On the other hand, the present English law encourages investments in shipping by limiting the liability of a part owner to the proportion of the debt that his individual share of the vessel bears to the whole.

The movement, if it call attention to these evils and the subsequent hampering of our American carrying trade, will result in benefit, for in this, as in other things, a fault that is seen and noted is in a fair way to have its existence terminated.

A "BENEVOLENT MONOPOLY."

The San Francisco papers in very plain English denounce the action of the Topeka railroad managers as a swindle. This is a grievous charge. A recital of the charges indicate, in brief, that John Muir, on behalf of the Northern Pacific railroad assured the San Francisco merchants that it was the intention of his company to compete with the Central Pacific for California trade; that if they would pledge themselves to make no "special contracts" with the C. P., and give the N. P. a share of the business, the N. P. would "stand by them" when the C. P. began crowding and menacing the merchants of San Francisco, it is further charged that John Muir telegraphed encouragement to the merchants to stand firm, and that competition would result in cheaper freights to the San Francisco merchants.

Upon the heels of this came a dispatch making the authentic announcement that the Northern Pacific Railroad company had agreed not to meddle with the Central Pacific's San Francisco trade, the latter company paying the N. P. five hundred thousand dollars a year.

The interesting question now arises what is that half a million a year for? Clearly as a division of swag. "You let me alone; I'll let you alone." By the worst remains. As feudal barons of old divided their domains, so these "managers" divide the territory; the Central Pacific grabs the California bone and grows over it; the N. P. takes the fat and juicy northern joint, enriched with the sauce of a yearly half million. The C. P. tightens the cinch on the unfortunate San Francisco merchant, and says "I'll teach you to try and break away from me. See what you've done now, you rebellious scoundrel. You've made me pay that man Villard half a million a year." The joke of it is that it is not the Central Pacific that will lose this annual half million, but the patrons of the road who will be obliged to make it good.

MATTHEW ARNOLD says that he is not favorably impressed with the American newspaper. Matt has evidently not seen the Lewis county Nugget.

THE Welcome is authority for the statement that some time ago the News was offered to the Oregonian for \$15,000 and refused.

SHERIDAN is reported already dissatisfied with his new position as head of the army.

BEN BUTLER spent \$125,000 at the last state election, and got an even 150,000 votes.

DAIRY FARM FOR SALE.

954 ACRES ON CLATSOP PLAINS

KNOWN AS THE P. GEARHART FARM together with thirty cows, seventeen head of young cattle, one horse, one wagon and other farming implements. This is a rare chance for anyone to secure a good dairy or stock farm. For particulars inquire of J. W. GEARHART

Notice of Dissolution.

NOTICE IS HEREBY GIVEN THAT THE partnership heretofore existing between Rudolph Barth and Michael Meyers has been this day dissolved by mutual consent. Mr. Barth will continue the business in his own name and on his own account and will pay all debts and collect all accounts and notes due the firm.

RUDOLPH BARTH
MICHAEL MEYER

Astoria, Nov. 23, 1905.

OCCIDENTAL HALL

TWO NIGHTS ONLY.
MONDAY, November 19th.
TAKEN FROM LIFE.
TUESDAY, November 20th.
TICKET OF LEAVE MAN.

EIGHTH SEASON.
Jay Rial's
Two Great Companies Consolidated!
The European Company
After an extended tour through England, Ireland and Scotland, having just returned and consolidated with MR. RIAL'S AMERICAN Company, will travel during the season of 1905-6, supporting
Louise Rial!
Appearing in a carefully arranged repertoire.

STANDARD PLAYS.
Winning supreme recognition by seven seasons of tour, circumspection and diligence. Reserved Seats at the New York Novelty Store. Prices as usual.

SELECT MASQUERADE BALL.

Rescue Jubilee Troupe
Fifth Annual Masquerade Ball.
Thursday Evening, Nov. 29th.
1905.

At the Skating Rink.

HONORARY COMMITTEE:
Capt. Geo. Flavel, Hon. Wm. Clinton,
Col. E. R. Spedden, Hon. A. J. Rogers,
Hon. John Hays, Hon. J. W. Hays.

MANAGEMENT COMMITTEE:
N. Clinton, F. L. Parker,
C. H. Stockton, F. C. Blake.

RECEPTION COMMITTEE:
MEMBERS OF THE TROUPE.

INVESTIGATING COMMITTEE:
C. H. Stockton, J. W. Hays.

INVITATION COMMITTEE:
F. L. Parker, N. Clinton,
J. Hepburn, J. D. Hart,
A. A. Cleveland.

Prices of Admission.

Lady Masters,	FREE.
Gent Masters,	\$1.50
Lady Spectators,	1.00
Gent Spectators,	1.00

Tickets may be procured of members of the Troupe.

Masters' Tickets can be procured only at the store of F. L. Parker.

Two elegant prizes will be awarded to best sustained lady and gentleman character.

BANKING AND INSURANCE.

I. W. CASE,
BROKER-BANKER
—AND—
INSURANCE AGENT
ASTORIA, OREGON

OFFICE HOURS:
FROM 9 O'CLOCK A. M. UNTIL 5 O'CLOCK P. M.

Home Mutual Insurance Co.,
OF CALIFORNIA.

J. F. HIGHTON, President
CHAS. E. STORY, Secretary
Geo. L. STORY, Agent for Oregon

Capital paid up in U. S. gold \$200,000.00
collected \$200,000.00

I. W. CASE, Agent,
Chenamus Street, Astoria, Oregon.

\$67,000,000 CAPITAL.
LIVERPOOL AND LONDON AND GLOBE,
NORTH BRITISH AND MERCANTILE OF LONDON AND EDINBURGH,
OLD CONNECTICUT OF HARTFORD, AND
COMMERCIAL OF CALIFORNIA FIRE INSURANCE COMPANIES
Representing a capital of \$67,000,000.
A. VAN DUSEN, Agent.

I. W. CASE,
IMPORTER AND WHOLESALE AND RETAIL DEALER IN
GENERAL MERCHANDISE
Corner Chenamus and Cass streets.
ASTORIA, OREGON

G. A. STINSON & CO.,
BLACKSMITHING,
At Capt. Rogers old stand, corner of Cass and Court streets.

Ship and Cannery work, Horseshoeing, Wagons made and repaired, Good work guaranteed.

FURNISHED ROOMS TO LET.
AT MRS. GEO. HILLER'S, NEXT DOOR TO Western Hotel.

MEETING NOTICE.
THE REGULAR ANNUAL MEETING OF the stockholders of the Pythian Lodge and Building Association will be held in Pythian Castle, on Wednesday December 28th, immediately after the adjournment of Astor Lodge No. 6, K. of P., for the election of officers for the ensuing year, and the transaction of such other business as may come before the meeting.

E. A. NOYES Secretary.
Astoria, Nov. 23, 1905.

FURNISHED ROOMS TO LET
By the Night, Day, Week or Month.
WITH OR WITHOUT BOARD.
With use of Parlor, Library and all the comforts of a home. Terms reasonable. Apply to
MRS. E. C. HOLDEN,
Cor. Main and Jefferson Sts.

NOTICE.
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RUDOLPH BARTH
MICHAEL MEYER

Astoria, Nov. 23, 1905.

EUREKA!!

New Store. New Goods.

The New York Novelty Store!!

MAIN STREET.
Has opened to the public a full line of

Toys, Velocipedes, Roller Skates, Jewelry, Silver and Plated Ware,

Baby Carriages, Bird Cages, Japanese Goods, Accordions, Violins, Sheet Music, Stationery, Cutlery, Notions, and other Novelties too numerous to mention.

"Only one price for all" is our watchword, and we are willing to "stand or fall" by our Record. "Honesty is the best policy," and our past actions are a guarantee for our future intentions.

Owing to our large increase of business we have had to open in more commodious quarters. We invite the public to give us a call, and thus satisfy themselves that nothing is misrepresented, as we take great pleasure in showing our goods.

We make a specialty of

Baby Carriages, Accordions, And all kinds of Reading Matter.

A complete line of **HOLIDAY GOODS** unsurpassed anywhere will be opened shortly. Our prices defy competition. Call and be convinced.

New York Novelty Store!

Formerly Old I. X. L. Store,
Main Street, Astoria, Oregon.

EMPIRE STORE
RE-OPENING!

Fine Goods at Reduced Prices

Ladies desirous of procuring Goods unequalled in Style and Finish will take pleasure in examining our Stock of

SILKS, SATINS and DRESS GOODS.

IN THE
GENTS' FURNISHING DEPARTMENT,

Everything is Complete and of the best.

PRAEL BROS.

CHAS. HEILBORN,
MANUFACTURER OF
FURNITURE AND BEDDING
AND DEALER IN
Carpets, Oil Cloth, Wall Paper, Mirrors,
Window Shades, Lace Curtains, Picture Frames and Mouldings
WINDOW CORNICES AND CURTAIN POLES
Complete in every branch.

—ASK FOR—
Union India Rubber Co's
Pure Para Gum
CRACK PROOF RUBBER BOOTS.

BEWARE OF IMITATIONS!
Be sure the Boots are stamped **CRACK PROOF** on the heels, and have the **PURE GUM SPRINGS** on the foot and instep, which prevent their cracking or breaking. We are now making them with **RUBBER AND ARBESTOS** Soles which will make them last more than twice as long as any Rubber boots made.

FOR SALE BY ALL DEALERS.
ALL KINDS RUBBER BELTING, PACKING, HOSE, SPRINGS, CLOTHING, BOOTS AND SHOES, ETC.
GOODYEAR RUBBER CO.
S. M. EUNYON, Agent, San Francisco.

BUY THE BEST!
BARBOUR'S
Irish Flax
Salmon Net Threads
Woodberry, and Needle Brands,
SEINE TWINES.
AND
CORK AND LEAD LINES,
Fish Pounds, Seines, and Nets Imported to Order. A

Large Stock of Netting, Fish Lines AND FISH HOOKS.
CONSTANTLY ON HAND.
HENRY DOYLE & CO.,
517 and 519, MARKET STREET
SAN FRANCISCO.
Agents for the Pacific Coast.

Notice.
NOTICE IS HEREBY GIVEN THAT THE undersigned has been appointed the assignee of the firm of A. M. Johnson and Co., and all persons having claims against said firm are notified to present the same duly verified to me at my office in Astoria, Oregon, within three months from this date, October 17th, 1905.

A. W. BERRY.

PERUVIAN BITTERS!

Wilmerding & Co., San Francisco.
Loeb & Co., Agents, Astoria.

FRANK L. PARKER.

Fresh Fruits & Vegetables

FANCY GROCERIES.

STEAMER
CLARA PARKER
Eugene D. Brook, Master.
OR FOWING, FREIGHT OR CHARTER.
TER apply to the Captain, or to E. P. Parker, Agent.
H. B. PARKER.

B. F. STEVENS & Co.
CITY BOOK STORE.
HAVE JUST RECEIVED A MAMMOTH STOCK OF BOOKS.
The young and old, rich and poor can all be accommodated.
Agents for the Kranich & Bach and Mandfeldt & Notni Pianos and Western Cottage Organs.
Orders for all kinds of Music or Instruments will be promptly filled.
B. F. STEVENS & Co.,
City Book Store.

John A. Montgomery,
(SUCCESSOR TO JACKINS & MONTGOMERY.)
DEALER IN
Tin, Sheet Iron and Copper Ware.
A General Assortment of
HOUSEHOLD GOODS.
Agents for
Magee Stoves and Ranges
The Best in the market.
Pumping goods of all kinds on hand. Job work done in a workmanlike manner.

PLUMBING, GAS FITTING, AND CANNERY WORK
Attended to Promptly on Reasonable Terms.
CHENAMUS STREET, Next to C. L. Parker's Store.
ASTORIA, OREGON

Jordan & Bozorth

Have a Full Line of
Crockery, Glassware, Platedware, Cutlery,
Etc., Etc.
Corner Chenamus and Genevieve Sts.,

THE NEW MODEL

RANGE CAN BE HAD IN ASTORIA ONLY OF
E. R. HAWES,
AGENT
CALL AND EXAMINE IT, YOU WILL BE PLEASED.
E. R. HAWES is also agent for the
Best patent Cooking Stove.
And other first-class stoves.
Furnace Work, Steam Fittings, etc., a specialty.

A FULL STOCK ALWAYS ON HAND.
E. R. HAWES,
Two doors east of Occident Hotel, ASTORIA, OREGON.

M. OLSEN, J. GUSTAFSON, A. JOHNSON.
MARTIN OLSEN & CO.
DEALERS IN
FURNITURE AND BEDDING.
Corner Main and Squemoqua Streets, Astoria, Oregon.
WINDOW SHADES AND TRIMMINGS; WALL PAPER, ETC
A Complete Stock.
PRICES AS CHEAP AS QUALITY WILL AFFORD.
ALL KINDS OF FURNITURE REPAIRED AND VARNISHED.

GERMANIA BEER HALL
—AND—
BOTTLE BEER DEPOT.
CHENAMUS STREET, ASTORIA.
The Best of Lager 5 Cts. a Glass
Orders for the
Celebrated **Columbia Brewery BEER**
Left at this place will be promptly attended to.
No cheap San Francisco Beer sold at this place.
W. M. BOCK, Proprietor.

J. H. D. GRAY.
Wholesale and retail dealer in
GROCERIES, FLOUR, AND FEED
Hay, Oats, Straw, Wood, Etc.
LIME, SAND, AND CEMENT.
General Storage and Wharfage on reasonable terms. Foot of Benton Street, Astoria, Oregon.

J. HESS, A. M. JOHNSON.
Astoria Sail Loft.
MANUFACTURERS OF
SAILS, TENTS, AWNINGS, TARPULINS,
And everything else pertaining to our Business.
Lowest Price and Best Work
For your Money,
At the Old Stand.
Leave your orders and get your work done at once.
J. HESS & CO.,
Astoria, Oregon.